

Westway and Imperium Expansion Projects

Draft Environmental Impact Statements

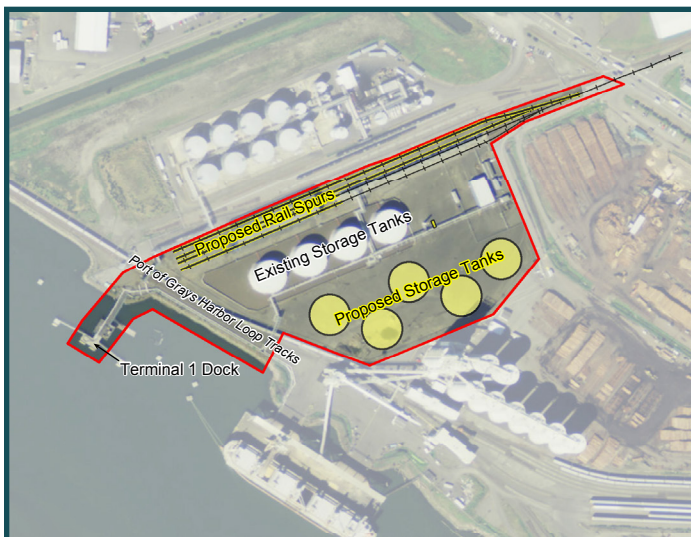


Comparison of Westway and Imperium Expansion Projects

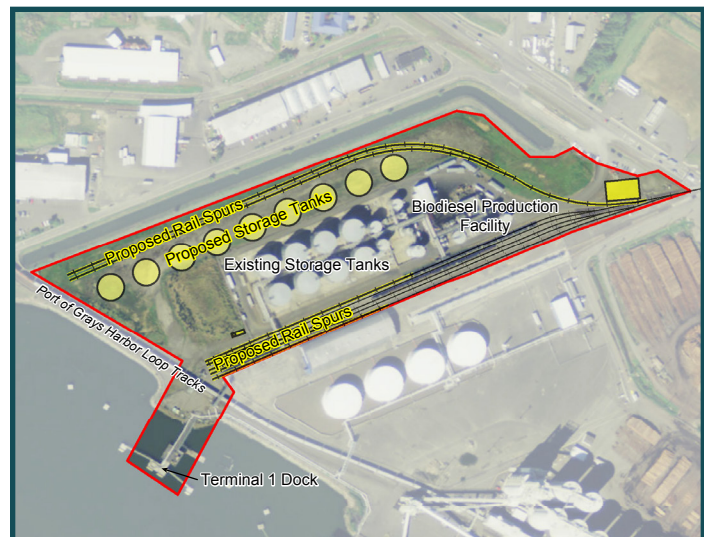
The Draft EISs for Westway and Imperium are two separate documents for two separate proposed projects. While the Westway and Imperium projects are similar, they have some differences. In addition, these projects are not interdependent. In other words, one project does not need the other to operate as proposed. This fact sheet identifies similarities and key differences between the proposed projects in the Draft EISs.

Why are the proposed projects being presented to the public together?

Both Westway and Imperium are proposing to expand their existing industrial facilities to store and handle crude oil, and both project sites are located at the Port of Grays Harbor. Both projects propose transporting crude oil to the project sites by train, and from the project sites by tank vessel. Because of these similarities and the timing of applications, the City of Hoquiam and the Washington Department of Ecology have agreed to conduct some parts of the EIS processes jointly, such as public hearings and open houses. Comments are being accepted on both projects jointly and individually.



Proposed Westway expansion project



Proposed Imperium expansion project

How are the Draft EISs the same?

Both Westway and Imperium are proposing to construct and operate similar facilities to store and handle crude oil at Terminal 1 at the Port of Grays Harbor. The study areas for the Draft EISs are the same. This means the same rail and vessel transportation routes were analyzed. Because both projects are proposing expansions of existing sites with additional storage tanks and rail expansions, the general impacts of construction and onsite operations at the terminals would be similar. The layouts for the Draft EISs are similar, and organized by the same resource areas.

What are the differences between the proposed projects?

	Westway	Imperium
Existing operations and throughput	Methanol distribution - 54.6 million gallons (1.3 million barrels) per year	Biodiesel production - 100 million gallons (2.4 million barrels) per year - and distribution
Proposed operations	Unload crude oil by rail, store on the project site, load onto vessels	Unload crude oil by rail, store on the project site, and load onto vessels. Additional bulk liquids would be unloaded and loaded from truck, rail, and vessel and used on site
Proposed storage capacity	Up to five storage tanks, 8.4 million gallons (200,000 barrels) each	Up to nine storage tanks, 3.6 million gallons (80,000 barrels) each
Proposed throughput	751.8 million gallons (17.9 million barrels) of crude oil in addition to existing methanol operations	1.26 billion gallons (30.0 million barrels) total
Proposed rail traffic	458 additional train trips per year (full and empty)	730 additional train trips per year (full and empty)
Proposed vessel traffic	238 additional vessel trips per year	400 total vessel trips per year

In addition to crude oil, Imperium proposes to handle ethanol, naphtha, gasoline, vacuum gas oil, jet fuel, no. 2 fuel oil, no. 6 fuel oil, kerosene, renewable jet fuel, renewable diesel, used cooking oil, and animal fat. Chapter 2, *Proposed Action and Alternatives*, of each Draft EIS more fully describes the existing and proposed facilities and operations for each project.

How are the studies different?

Earth

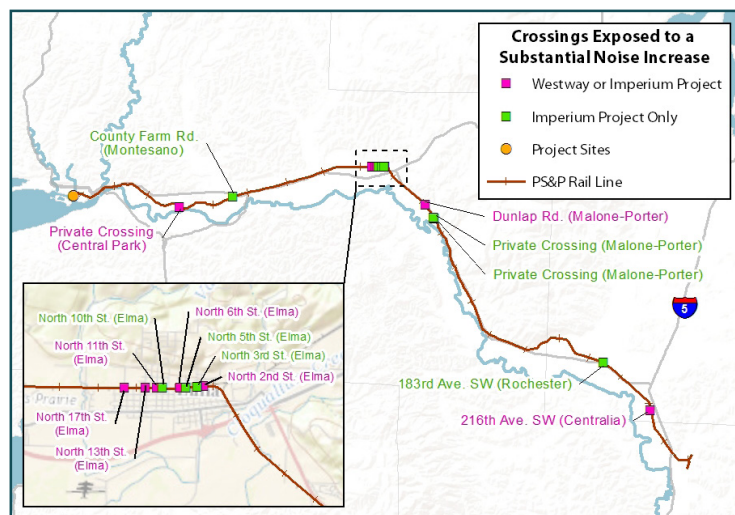
Each facility proposes a different number and size of new storage tanks. Each would be required to design the storage tanks to meet engineering standards for a tsunami or earthquake. The specifications would be different because of the different tank sizes. Additional detail and mitigation are presented in Section 3.1, *Earth*, of each Draft EIS.

Air

The Imperium project proposes to move more bulk liquids each year, which means the estimated emissions from the facility would be higher. Because of differences in how trains would be delivered to each project site, trains going to the Westway project site would generate a slightly higher level of diesel particulate emissions in surrounding areas. Neither project is expected to exceed applicable state or federal air quality standards. Additional detail and mitigation are presented in Section 3.2, *Air*, of each Draft EIS.

Noise and Vibration

Imperium's proposed storage tanks would be located closer to the Chehalis River and Fry Creek, and would have a greater potential for pile-driving noise during construction, which could harm aquatic animals. There is a mitigation measure for Imperium to look for look for pile-driving alternatives. If that is not possible, Imperium would have an acoustical engineer on site during pile-driving operations, and would stop pile driving before it reached unacceptable noise levels. In addition, because of the increased number of trains anticipated by Imperium at maximum throughput, more residents would be affected by increased train noise. Additional detail and mitigation are presented in Section 3.7, *Noise and Vibration*, of each Draft EIS.



Historic and Cultural Preservation

Although the project locations are similar, each project site has a slightly different history that influences its characteristics, as discussed in Section 3.11, *Historic and Cultural Preservation*, of each Draft EIS. Westway would be required to conduct additional archaeological monitoring during construction because of a slightly increased potential to encounter unknown cultural resources. Additional detail and mitigation are discussed in Section 3.11, *Historic and Cultural Preservation*, of each Draft EIS.

Tribal Resources

Imperium's proposal includes a larger number of vessels, which require more days of vessel loading at Terminal 1 and more vessel trips. The additional trips mean more frequent potential disruptions of tribal fishing activities in the navigation channel. Additional detail and mitigation are discussed in Section 3.12, *Tribal Resources*, of each Draft EIS.

Hazardous Materials

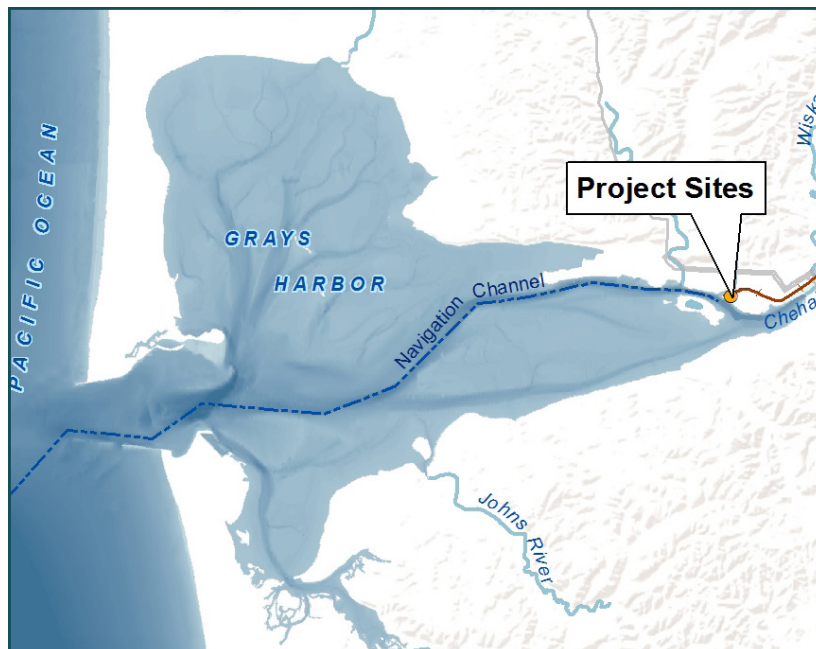
Although the project locations are similar, each project site has a slightly different history that influences its characteristics, as discussed in Section 3.14, *Hazardous Materials*, of each Draft EIS. Because of differences in soil characteristics and prior contamination at the project site, Imperium would be required to have a soil management plan for construction in contaminated soils.

Imperium is currently regulated as an oil handling facility while Westway is not. As proposed, both facilities would be regulated as oil handling facilities. In addition to crude oil, Imperium proposes to handle other petroleum products and biological oils. Imperium must meet handling and spill requirements specific to those materials. Additional details and mitigation are presented in Section 3.14, *Hazardous Materials*, of the Imperium Draft EIS.

Vehicle Traffic

Imperium proposes to move more oil than Westway, so more train trips would be required. This rail traffic would result in greater vehicle delay at railroad crossings. Delays would be longest in Aberdeen, Hoquiam and Centralia, but the delays would be substantial along the majority of the PS&P rail line.

As noted in Section 3.16, *Vehicle Traffic and Safety*, of each Draft EIS, each project could result in substantial increased delay and the potential for emergency access disruption at crossings from the Olympic Gateway Plaza to the project sites each time a project train passed through this area. Because the Imperium project would result in more train trips, it would cause more frequent delays.



Port of Grays Harbor Terminal 1

Vessel Traffic

The Imperium project would involve more vessels, which means more days of vessel loading at Terminal 1 at the Port of Grays Harbor, and more vessel trips along the navigation channel. This could cause more frequent disruptions of fishing activities near the Terminal 1 dock and in the navigation channel. Additional information and mitigation are discussed in Section 3.17, *Vessel Traffic*, of each Draft EIS.

Environmental Health and Safety

In general, the likelihood of an incident occurring would be slightly higher for the Imperium project, because of the higher number of proposed storage tanks, rail and vessel loading and unloading, and rail and vessel trips to and from the project site. In addition, the Imperium project would store and handle liquids other than crude oil that could result in different risks compared with the Westway project. The studies discuss the different levels of risk of spills, fires, or explosions for each facility and its operation. While some of these materials have a slightly greater chance of ignition than crude oil, they also present less of an environmental hazard because spills of those materials would evaporate more quickly. The risks unique to these materials are discussed in Chapter 4, *Environmental Health and Safety*, of the Draft EIS.



Proposed Westway expansion project



Proposed Imperium expansion project

Where is more information available?

Visit www.ecy.wa.gov/GraysHarbor for more information on the proposed projects.